

The Times-Dispatch
DAILY-WEEKLY-SUNDAY.
Business Office: 914 E. Main Street.
Telephone: 356.
Editorial Department: 356.
Circulation Department: 28.
Washington Bureau: 501 14th St. N. W.
Manchester Bureau: 112 1/2 Wall St.
Petersburg Bureau: 200 W. Tabb St.
BY MAIL: One Year, \$10.00; Six Months, \$6.00; Three Months, \$3.50.
Daily, without Sunday, 10 cents; Sunday, 5 cents.
Weekly (Wednesday), 10 cents.
By Times-Dispatch Carrier Delivery Service (Richmond and suburbs) - One Week, One Year.
Daily, without Sunday, 10 cents; Sunday, 5 cents.
Sunday only, 5 cents.
(Yearly Subscriptions Payable in Advance.)

Entered January 27, 1903, at Richmond, Va., as second-class matter, under act of Congress of March 3, 1879.

FRIDAY, FEBRUARY 9, 1906.

He that lives upon hope will die fasting.
—Ben Franklin.

The Jail System.

Mr. George B. Davis, superintendent of Public Charities and one of the most intelligent and humane officials in the United States. In his annual report for 1905, makes an interesting statement and a valuable recommendation. He says that a burden on Richmond morally and financially is the large number of drunken husbands, "who in neglecting their families not only make their wives worse than widows, and bring stinging poverty upon them and their helpless children, but are either in the city hospital or the police court, or, especially during winter, fill our city jails."

The recommendation is that, the city purchase a farm and make these men work out their sentences, rather than keep them in jail at the public expense. According to scientific penology, this principle should be adopted in dealing with all criminals. The rule is that prisoners in confinement shall be made to reduce the cost of their maintenance to the greatest possible extent, by their profitable employment. The scheme of prison labor, which the science of penology proposes, is a profitable production of materials for public institutions unhampered by restrictions in penitentiaries and prisons; strictly educational work of reformatory and general public work without imprisonment for short term convicts.

These fundamentals are stated in a book, on the "Science of Penology," by Henry E. Bois, a member of the Board of Public Charities of the State of Pennsylvania.

"The reforming of convicts," says Mr. Bois, "is well-nigh impossible, unless they are employed at productive labor. The law is not executed by enforced idleness. Its deterrent effect upon the indolent and depraved at liberty is destroyed. Its punishment is transformed, in the estimation of those whom it is intended to restrain into a reward; its execution perverted from the correction to the corruption of its victims by the mischiefs of idleness; and the whole of objects of society, in its criminal codes defeated, if its prisoners are not compelled to work, to work hard, and profitably."

In our public discussions of late, we have referred more than once to jails as schools for crime, and we have had something to say on the subject of compulsory attendance upon schools for the education of children. The remarks of Mr. Bois in this connection, therefore, have a peculiar interest for the Times-Dispatch.

"Statistics show," says he, "that about 25 per cent. of the prisoners of society at any one time are held by it in jails in complete idleness. Over 50 per cent. of the prisoners committed to the jails and houses of correction in the State of Massachusetts, during a single year, had been previously committed from one to over fifty times. If the same ratio prevails throughout the country, and we assume a present prison population of 100,000, the jail population averages 25,000. Of these, 12,500 would be recommitments and 12,500 first commitments, at any one date. Assuming an average term of 60 days, there would be an annual average of six times the first commitment, or 75,000 different persons committed during the year, in addition to the 12,500 rounders, making a total of 87,500 different prisoners held in jail during the year, which is 81.4 per cent. of the total number of prisoners in confinement at any one time. This is an approximately accurate estimate of compulsory attendance which our present vicious penal laws enforce in the schools of crime and hothouses of corruption; 75,000 persons, with criminal dispositions are annually thrust in confinement and associated with 12,500 confirmed and expert criminals, and then, after being allowed to ferment with them in idleness for sixty days are turned loose to wreak their ravages on society."

"These comments apply to the jail system in Virginia, as well as in Pennsylvania. In the Richmond jail, in the Henrico jail and in jails of all other cities and counties, especially the city jails, we are keeping at the public expense a large number of vagrants, men and of women, who have no moral sensibilities, who have no sense of shame or disgrace, who look upon a jail, especially in bad weather, as a comfortable resort, who find pleasure in such confinement and who sometimes actually commit petty crimes for the purpose of being sentenced. It is manifest, therefore, that in taxing ourselves to sustain this system, we are deterring rather than encouraging that class of criminals and by our free system we are putting a premium upon a sort of petty prosecutions; and the tax payers pay the cost. The system is neither reformatory nor punitive, and in the interest of morals as well as of economy, we should abolish the system of condemning criminals to a life of ease and idleness, and substitute the work-house system."

The Co-operative Principle.

Senator Kezell's objection to the Las-

alter-Withers road bill is that it "uproots the system of road work in operation in the State." That, so far from being an objection, is a strong argument in behalf of the bill, for the present system in many counties is about as bad as it well could be.

But our understanding is that the Lassiter-Withers bill does not of itself change the present road laws. It is a local option measure, and gives to each county the privilege of working under the present law or availing itself of the offer of the State under the Lassiter-Withers plan. We cannot agree with Mr. Kezell that a county surveyor is more competent to map out and build a road than a graduated civil engineer, but any county which prefers the surveyor may have him.

In his speech Mr. Kezell opposed the principle of State aid, declaring that the only way to get good roads was through the efforts of the people in the locality in which the road was to be built.

The fact is that this plan proposes co-operation between the State and the counties, and will be an incentive to the counties to increase their levy for road-improvement. It is by this method that many counties have been induced to raise money by local taxation to improve their schools. The principle is as sound as a dollar, and we want to see it established in Virginia in as many directions as possible.

Tax Accounts.

In considering the system of laying and collecting taxes, we hope that the General Assembly will take to heart and put into execution a sensible suggestion which was made several years ago by Mr. T. A. Cary, of Richmond, and which we have repeatedly advocated and urged. It relates to delinquent taxes and the manner in which tax accounts should be rendered. If you are running an account with your grocer or your druggist or dry goods merchant, you receive at the first of every month a statement showing how the account stands. When your February account is rendered on the first of March, if there was a balance due on the first of February, the first item on the account is "to bill rendered"; then follow the items purchased during February, and the aggregate is footed up at the bottom. If you pay the whole account, you get a receipt in full, which shows on its face that your indebtedness to the merchant is fully discharged. If, instead of paying in full, you pay a sum "on account," the amount so paid is credited "on account," and when your next bill is rendered, the net amount of your indebtedness, after deducting the amount credited, will be stated. In short, every account which you receive is a statement on its face of your full indebtedness to the merchant.

But for some reason, which no business man can understand, the State adopts an entirely different method in dealing with her tax-payers. Accounts are made out for separate years, and each account stands alone. If you are delinquent for 1903, 1904, 1905, you will not receive in 1906 a single account showing such delinquency, but simply an account for your 1906 dues, and if you pay the 1906 account, it will be receipted in full, notwithstanding that you are delinquent for the previous years. It is in this way that delinquent taxes are overlooked by innocent purchasers of lands, and that the land-grabber's occupation is possible.

We have recently discussed this question with a distinguished lawyer and law-maker, who was for a time on the bench, and who thoroughly understands the fiscal affairs of the State, and it is his deliberate conclusion that a law should be enacted covering these simple requirements:

1. That all taxes, delinquent and otherwise, be collected by the treasurer.
2. That the statute of limitation apply against any tax bill more than five years past due.
3. That every tax account rendered show on its face the entire indebtedness of the tax-payer from year to year, and that unless settled in full any sum paid by the tax-payer be credited "on account" and the balance due carried forward on the books of the treasurer and on the next year's account.

If this plan should be adopted, our system of tax gathering would be greatly simplified and tax bills would not be overlooked and forgotten, and afterwards bob up at an unexpected time to the annoyance and sometimes the distress of the land owner.

New York's New Theatre.

Heinrich Conried's proposal to build in New York city a new playhouse along national theatre lines, "devoted to the cause of art only, and not in any way to the cause of profit," appears to be taking definite shape. Thirty backers of the project, mainly to whom have already been secured, are to contribute \$100,000 each, in return for which they are to become permanent box-holders. The theatre thus starts off with a fund of \$3,000,000. A good site has been purchased at Broadway and Sixty-second Street, at a cost of \$750,000. This leaves two million and a quarter dollars for the building of the theatre and the establishment of an income or expense account.

The official prospectus sounds alluring in the extreme. The best plays are to be performed in the best way by a good stock company. Box-office indications are to be absolutely ignored. The theatre's mission "shall be to foster and stimulate art," and to create a stage which shall be refining, elevating and "an educational agency second to none in effectiveness." The name of national theatre is to be discarded as seeming to imply a national endowment, but every effort is to be made to make the institution a national theatre in effect. Profits will be devoted to an endowment fund for the theatre, for a school of dramatic art and other purposes in keeping with the spirit of the enterprise.

This is the scheme on paper. How fully the real idea of a national theatre will be carried out in practice remains to be seen. Six hundred seats are to be reserved for students at the nominal price of

twenty-five cents each. Present indications are, however, that other seats are to go at fancy prices—surely a long step in the wrong direction. The New York World quotes Mr. W. T. Stead's conception of the national theatre, as "the common inheritance of the whole people." Permanent box-holders and expensive seats do not seem to make for the "common inheritance" idea. "It is the good side of the theatre that saddens me," says Mr. Stead, "because the better the play the more monstrously wicked it is to confine it to the handful alone who can afford to pay modern prices."

Possibly a group of millionaire box-owners, carefully selected, with a view to irreproachable social standing, is not the most auspicious start possible. But Mr. Conried can make his new theatre at least approach the national idea if he wants to, by declaring to make an ample bank account the touchstone of patronage.

New Charter for R. F. & P. R. R.

After existing and prospering for over seventy years under its original charter, the Richmond, Fredericksburg and Potomac Railroad has decided to give up every special privilege and apply for a charter that will put it on an equality with every other railroad in the State. The original charter of the Richmond, Fredericksburg and Potomac Railroad contained a number of provisions that are absolutely foreign to the present powers of railroads. For example, the Richmond, Fredericksburg and Potomac Railroad was free from taxation, but it was obliged to stop at whatever point any passenger wished to get on or off. It was also obliged to allow private parties to use the company's tracks for private trains, and further, the company could not condemn more than three acres at any one point for the use of the railroad.

Of all provisions, however, the most onerous was the limitation of earnings to fifteen per cent.—the surplus above this amount going to the State. When the charter was granted fifteen per cent. doubtless seemed beyond the dreams of avarice, but then railroads were tender and innocent. To-day the thirst for dividends is not to be so easily appeased. Therefore, in order to reap the inevitable growth and prosperity that will come to it as the main connection between the Southern coast States and the North the Richmond, Fredericksburg and Potomac Railroad has relinquished its freedom from taxation. The effect of this action is much softened by the comforting belief that dividends far in excess of the ninety per cent. now being paid, will be shortly realized.

A parallel road to Washington has long been the dream of some and the bughouse of others. Under the proposed legislation no such contingency can occur. The State's investment is, therefore, left as safe as possible. Possible consolidation with the Pennsylvania is the only remaining contingency. This is much feared by some who bear in mind that the Pennsylvania has always operated its subsidiary roads for the sole benefit of the Pennsylvania itself.

Even this danger, however, is largely done away with by the enactment which requires the approval of the Board of Sinking Fund Commissioners, the Governor and the Attorney-General must consent before any merger can be made.

Before the Republican senators get to rate-billing, a certain amount of rejoicing over vacillations won over is to be expected. There is time-honored precedent for untingling billing with cooling.

It is reported from London that Sir Thomas Lipton will challenge the American's cup next year. Why does not the Jamestown Exposition Company make a bid for the race?

The food adulterators, we understand, have learned to make beefsteak out of sawdust, aniline and hams. It is said to be almost as good as boarding-house hamburger.

We are informed that Mr. John D. Rockefeller's continued retirement is due to the fact that he is still hard at work on his valentine for Miss Ida Tarbell.

When the wedding presents are all in, Miss Alice Roosevelt might entertain a proposition to devote some of them to stocking up a new department store.

Air-ship builders have now reached a point where they can make ships that will do everything but fly. That is absolutely their only fault.

"Back to the mines," says District President Patrick Dolan; "there will be no strike to-night." Mr. Dolan has our kindest. We are for him all the time.

Rather than face the prospect of a long coal strike, it is rumored that Judge Andrew Hamilton may decide to go on living in Paris.

Secretary Taft's celebrated rebuke to Mr. Wallace looks somehow slightly different since the ex-engineer has got his opportunity to explain it.

There are two sides to every public question, and the innocent public is generally to be found on the outside.

From the confusion of it all, one would almost suppose that Miss Alice appointed the Richmond postmaster.

A New York hygienist relates the true story of his bringing a dead person back to life. B. Odell, please write.

The finished canal may be straight enough, but there appear to be several crooks in the building of it.

Still it is scarcely reasonable to expect the railroads to sit still and look pleasant while being regulated.

One advantage in being poor is that you avoid the risk of being married for your money.

The ice-man's excuses for high prices next summer are being frozen up in advance.

Russia has dropped off the front page since Congress got to work.

The best kind of striking a coal miner can do is with his pick.

Dr. Lyon's
PERFECT
Tooth Powder
Cleanses and beautifies the teeth and purifies the breath.
Used by people of refinement for over a quarter of a century.
Convenient for tourists.
PREPARED BY
J. W. Lyon, D.D.S.

Rhymes for To-Day

Sanitary Strollings.
'Tis good to tramp the country lanes
Which way one's fancy pleases,
To stroll through snows or coolish rains
And sniff the bracing breezes.

The sidewalk's hardness leads to gout
To him who walks the pavement
And hence one's strolls should lead one
out
The purlieus of the city.

For I have found that country air
Is helpful to diseases,
The invalid feels better there
When once he sniffs those breezes.

Bronchitis, colds and coughs are
Relieved by rural rambles.
And chronic asthma and catarrh
Will yield to roadside gambols.

What if those breezes turn you blue
And make you shake and shiver?
Remember that they're good for you
And benefit the liver.

They're cold, you say? Your tips may
chop
When those rude blasts have kissed 'em?
But still they brace the blood and, hap,
Invigorate the system.

H. S. H.

Merely Joking.

Expert Witnesses.—"Are you one of the expert witnesses?" inquired the court officer. "I am," answered the high man. "I've been on the stand two hours and haven't told 'em a thing."—Washington Star.

Keeping a Servant.—Citizen: "Do they keep a servant girl?" Suburb: "Oh, certainly not. But as soon as one leaves they engage another."—Philadelphia Press.

The Butler's Preferences.—Her Ladyship (who is giving a servants' ball) to butler: "We shall begin with a square dance, and I shall want you, Wilkins, to be my partner." Wilkins: "Certainly, madam; and afterwards I presume we may dance with 'oom we like?'"—Punch.

Pedagogic Fads.—"What does dey mean by 'fads' in de public schools, Jimmy?" "Aw, readin', writin', 'rithmetic, geography, history, grammar an' all dem kin o' things."—Puck.

Cutting Out a Fortune.—"He carved out his fortune in the 'Nonces." He married it." "Well, he had to cut out a lot of other fellows, didn't he?"—Cleveland Leader.

THIS DAY IN HISTORY

February 9th.

1160—The gates and portcullis of London destroyed by Monk, who soon discovered his error.

1795—The first Parliament opened in Cor. then subject to England.

1801—Delphine, French queen of Naples signed.

1810—The French occupied Zafrin, in Estramadura.

1804—The impeachment trial of Samuel Chase, associate justice of the Supreme Court, was begun in the United States Senate at the instigation of John Randolph and President Jefferson.

1805—John Randolph, of Virginia, enraged by the acquittal of Judge Chase, moved for an amendment to the Constitution that judges might be removed by the President.

1829—The entire militia strength of the United States was reported to the War Department as 1,184,119 men.

1830—The steamer Will-o'-the-Wisp wrecked off Burn Rock, Lambay, and eighteen drowned.

1849—On account of revolutionary movements the Grand Duke of Tuscany fled from Florence. The Roman republic proclaimed.

1854—The first Christian funeral ever held in Japan took place at Yeddo for one of Commodore Perry's marines.

1855—The Cortes voted that all power proceeded from the people; they permitted liberty of belief, but not of worship.

1861—Jefferson Davis and A. A. Stephens elected provisional President and Vice-President of the Southern Confederacy.

1862—General C. P. Stone arrested and sent to Fort Lafayette.

1863—A large number of prisoners, including Captain Streight, escaped from Libby prison.

1864—Sir Evelyn Baring and Sir Evelyn Wood urged the British government to send troops to the relief of Khartoum and prevent the massacre which occurred a few months later.

1900—Richmond (Va.) City Council offers sympathy and aid to fire-stricken Baltimore, Md.

Our Birds.

The "Every Monday Club," which, according to The Times-Dispatch, is composed of "some of the best of the birds," has petitioned the General Assembly to pass a law to protect the birds. There is now a law in effect which makes the robin the State bird. The law is essentially a migratory law, but those who have observed its habits claim that many of them which are in the State and but for the deadly shot of the pestiferous hunter.

While the robin is scarcely a competitor for the honors of the State bird, it is a migratory bird, and its habits are such that it would be a valuable pestiferous bird in the fields and orchards of the Old Dominion if it were not so migratory.

Not only should the robin be protected, but all other members of the feathered tribe, save those which are essentially game birds, should have thrown around them the protecting mantle of a rigid law.—Newport News.

Red Hair and Kettledrums.
"What is the connection between red hair and kettledrums?" asked a woman at the opera.

"Well, you needn't laugh," she went on, "but I saw a red-haired woman at the opera last night, and it's the same old story, and the white horse—no, never, no, without the other."

Voice of the People
The Railroad Presidents and Sabbath Observance.
Editor of The Times-Dispatch:
Sir,—The railroads of Virginia have at last come openly and demanded that the Sunday law of the State shall be virtually broken down and annulled, so far as the railroads are concerned. They have been moving steadily towards that point for many years, and the law on the statute books of the State is very broad, and is framed to carry out the law that the Sabbath may be used for deeds of necessity and mercy.

It allows the transportation of the mail, of passengers and their baggage, of live stock, of perishable articles and the running of freight trains. There are many persons who do not think that the mails and passengers should be carried on Sunday, but as there may be times when mercy or necessity might seem to justify the use of trains for such a purpose on Sunday the law is broad enough to permit of such a use. It provides, in addition, "that if it should be necessary to transport live stock or perishable articles on a Sunday to an extent not sufficient to make a regular train, and such train load may be made up with cars loaded with ordinary freight."

This provision was added to meet every possible case, which it does, but it could properly claim to come under the head of a deed of necessity or of mercy. But this provision has been so abused that the spirit of the Sunday law has been violated whenever the interests of the railroads have seemed to demand it. Any one who lives on the line of the great railroads has been so used that he has been obliged to leave his home at night after train moving on Sunday, with 50 cars of coal and only 1 or 2 box cars for the entire train. There has been no attempt to keep the law intact, and often times the trains have not even had the lone box car to bring them within the limits of the law, and the railroads have been freed from the law.

This persistent evasion of the law has stirred public sentiment in many quarters. At the last session of the Virginia General Assembly a committee was appointed to confer with other denominations to arrange for concerted action on this subject. A commission has been appointed, and the commission expects to meet the present week and perfect its plan.

But on last Friday, February 2nd, there was a hearing before the Committee on Roads of the House of Delegates, and the running of freight trains on Sunday was brought forward by a bill introduced by Mr. Eugene Ould, of Campbell County. The bill prohibited the running of any freight train on Sunday. This bill was withdrawn by Mr. Ould, and a substitute presented by the undersigned was offered in its stead. The substitute leaves the present law exactly as it is, but adds a line or so which would make the law read as follows:

"Provided, that if it should be necessary to transport live stock or perishable articles on a Sunday to an extent not sufficient to make a regular train, and such train load may be made up with cars loaded with ordinary freight," but only one such mixed train can be run from Monday through the day before Sunday." (The quoted words show the amendment.) This amendment would allow any number of trains, composed of live stock or perishable goods, to run on Sunday, but would allow only one train composed of perishable goods and ordinary freight to be run from any terminal on Sunday. It would not prohibit all live stock and perishable goods, and would absolutely insure that the railroads could not evade the purpose of the law by making a mixed train of live stock or to violate it outright. The writer is pleased by the committee the purpose of the amendment and the effect that it

"This amendment was met by the frank opinion statement that the railroads could not carry out their plans, if this amendment were adopted. It was necessary, therefore, to require them to keep the law in spirit as well as in letter, or to openly violate it and subject themselves to the penalty of its law, and they could not afford to do either.

The presidents of both of the great coal-carrying roads, Messrs. Johnson and Stevens, declared that it was necessary for them to run coal trains on Sunday in order to meet the demands of their shippers and their customers; that they had no business to stop for a moment in six days in the week, and that they were obliged to have all seven days at least seasons of the year. They stated that if they refused to run coal trains on Sunday they would divert through business from the West to the Northern lines, which were not hampered by such Sunday laws.

They said that they could not meet the demand made upon them, and that this amendment would cripple their operations. They virtually admitted that they had been evading the present Sunday law.

The issue then really is: Shall the present Sunday statute books be a dead letter, shall it be repeated and enforced? Shall the law be repealed because the railroads cannot move as fast as they wish, or shall they dig out, or as some of them say, shall the law be repealed so that some through business from the West may not be diverted to the Northern railroads? They demand of the president was in effect that as they had their tracks laid, their rolling stock purchased, their capital invested, they were to be allowed to run on Sunday, and that they could give more time, if they had business enough to keep them busy seven days.

There is nothing new in this reasoning. It has no special application to railroads. Every factory in the land can plead the same excuse. Every factory is closed by the law, and the law is there ready for work the capital is invested, there is a greater demand for shoes and cotton goods than the factory can fill. The law is there, and the factory is there. These things are a necessity, as much so as coal. But the law says they must not run. Why? Because men should have and do before the scales began to fall from my eyes, and I will thank God for Mrs. Eddy, as the rest of us do. Meanwhile, I mail him a copy of Judge Hanna's lecture, "Christian Science—the Religion of the Bible," and I am sure he will admit that the reasons are sound and good for that. The reasons are sound and good for that. The reasons are sound and good for that. The reasons are sound and good for that.

There is no profit in piling one another with Bible texts. One understands them one way, and another in another way. The very text of Mr. Johnson's lecture, "The Bible," is a favorite of ours to prove our side. The only text is that given us by Jesus: "By their fruits ye shall know them." What other church can say, as Christian Science can, "I have seen the world of the eternal Canaan, and I have seen John again those things which ye do hear and see: the blind receive their sight, and the lame walk, the lepers are cleansed, and the deaf hear, the dead are raised up, and the poor have the gospel preached to them. And blessed is he, whosoever shall not be offended in me." C. HERBERT PIERSON.

Christian Science Publication Committee for Virginia.

Richmond, Va., January 31, 1906.

Monument to Poe.
Editor of The Times-Dispatch:
Sir,—I have read the commendable letter in which he so earnestly urges upon us the fulfillment of a duty we owe the memory of Poe.

Of course we should memorialize this man with a granite monument that will last for a few of us can but see, that he was far and away the greatest man of letters this country has yet produced. It would simply be some token of appreciation for us to show this deference to his memory.

If we were fully to await the action of Northern States in this regard. What has Boston or New York or Philadelphia to do with monument building? Other affairs engage their attention, for I have seen far more monuments in any of them than in this country. The hand that whacked the hawk of life recalls its inspiration. Sappho sings her racy lyric, and Orpheus drops his assiduous lyre to the ground.

John Temple Graves has but been silenced—checked off, as it were, in truth he should be again, and he will be singing to enraptured multitudes long after the voice of any shall have dwindled to a croak.—Washington Post.

SICK HEADACHE
CARTERS' LITTLE LIVER PILLS.
Positively cured by
CARTERS' LITTLE LIVER PILLS.
They also relieve
Distress from Dyspepsia, Indigestion and Too Frequent Eating. A perfect remedy for Dizziness, Nausea, Drowsiness, Bad Taste in the Mouth, Coated Tongue, Pain in the Side, TORPID LIVER. They regulate the Bowels. Purely Vegetable.

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Small Pill. Small Dose. Small Price.
Genuine Must Bear
Faint-Smile Signature
of Dr. J. C. Carter.

When It Was Dark
The second instalment of Guy Thorne's wonderful book will appear in the : : :
Sunday Times-Dispatch

Blank Books

Most business men will need a new set of books January 1st. Why not start the year right by saving money on this item? See us.

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organization of a Poe Memorial Association I shall be glad to attend and to offer, say, ten dollars as the beginning of a fund for building a monument to Poe.
GEO. E. BARKSDALE.
Richmond, Va.

William and Mary and the Normal School.
Editor of The Times-Dispatch:
Sir,—A measure is now before the General Assembly of Virginia to turn over William and Mary College to the State for the purpose of making it a normal school for the training of male teachers, with the understanding that the collegiate departments in full force are to be retained.

What this be wise? That the State of Virginia needs more and better male teachers for her schools is a matter of course. But the normal school is a new thing, and the State will have to adopt the measure as it stands.

If the collegiate department is retained the collegiate department will continue to be the main feature of the school. Professors, of course, will prefer the collegiate to the normal work. This will mean, however, much the school may seek to secure against it, that the State will land in the chairs of the collegiate department; and the best work will be done in the collegiate department; and the normal work will be done in the normal department; and for these few men have gifts and training—they themselves will do the work. The result thereof will be that the students will choose and carry the collegiate and not the normal work. Whereas, if the school becomes out and out a normal school, the purpose of the State has in view will be met—teachers will be trained.

The State Female Normal at Farmville furnishes, I am told, an instructive lesson. Having been in the school for some time, it has in recent years seen the necessity of devoting itself exclusively to the work of training teachers. The results most gratifying and suggestive.